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CODE OF PRACTICE FOR ROAD SIGNS



THE INDIAN ROADS CONGRESS
NEW DELHI

CODE OF PRACTICE FOR ROAD SIGNS

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CODE OF PRACTICE FOR ROAD SIGNS

1. INTRODUCTION

1.1. Traffic signs, which have the backing of law in India, are incorporated in the Ninth Schedule of the Indian Motor Vehicles Act, 1939.

1.2. The existing Ninth Schedule does not cover all the signs warranted by different traffic situations and the designs of signs are not fully dimensioned. Further the signs do not have uniformity, and mostly letterings are used to convey the message, especially in the case of regulatory signs. These inadequacies have resulted in different designs being adopted in different States of the country. Some improvements were made by the Indian Roads Congress in 1960 by preparing dimensioned drawings of signs which were published in the Journal of the Indian Roads Congress, Volume XXV. These recommendations covered only the road signs included in the Indian Motor Vehicles Act and hence did not encompass the additional signs needed for different traffic situations.

1.3. The existing road signs have been reviewed by the Traffic Engineering Committee of the Indian Roads Congress in the light of recommendations made by various international conventions, with a view to evolving a uniform and an efficient system of road signs suiting the present as well as future traffic. This Code of Practice sets out the methodology to be followed in the use, siting, construction and maintenance of the road signs.

1.4. This Code of Practice was approved by the Traffic Engineering Committee (personnel given below) in their meeting held on the 10th and 11th March, 1973.

| | |
|---|-------------------------|
| H. C. Malhotra | <i>Convenor</i> |
| Dr. N. S. Srinivasan | <i>Member-Secretary</i> |
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| Director General (Road Development), Govt. of India — <i>Ex-officio</i> | |

1.5. Later, the Specifications and Standards Committee (personnel given on the page facing the inside title) in their meeting held at Chandigarh on the 5th March 1975 after considering this Code of Practice set up a Working Group (personnel given below) to finalise the same in light of the views expressed at the meeting.

| | |
|----------------------|-------------|
| H. C. Malhotra | R. P. Sikka |
| Dr. N. S. Srinivasan | |

1.6. The Code of Practice as finalised by the Working Group was then approved by the Executive Committee and the Council in their meetings held on the 7th and 27th August 1976 respectively.

2. CLASSIFICATION OF ROAD SIGNS

Road signs shall be classified under the following three heads :

(i) **Mandatory/Regulatory signs :** These signs are used to inform road users of certain laws and regulations to provide safety and free flow of traffic. These include all signs which give notice of special obligations, prohibitions or restrictions with which the road users must comply. The violation of these signs is a legal offence.

(ii) **Cautionary/Warning signs :** These signs are used to warn road users of the existence of certain hazardous conditions either on or adjacent to the roadway, so that the motorists are cautious and take the desired action.

(iii) **Informatory signs :** These signs are used to guide road users along routes, inform them about destination and distance, identify points of geographical and historical interest, and provide other information that will make the road travel easier, safe and pleasant.

3. SITING OF SIGNS WITH RESPECT TO THE CARRIAGEWAY

3.1. The signs shall be so placed that the drivers for whom these are intended can recognise them easily and in time. Normally the signs shall be placed on the left hand side of the road. These may, however, be placed or repeated above the carriageway or on the other side of the carriageway if local conditions are such that the signs might not be seen in time by the drivers for whom these are meant. In case of hill roads, the signs shall generally be fixed on the valley side of the road, unless traffic and road conditions warrant these to be placed on the hill side.

3.2. On kerbed roads, the extreme edge of the sign adjacent to the highway shall not be less than 60 cm away from the edge of the kerb. On un-kerbed roads, the extreme edge of the sign adjacent to the highway shall be at a distance of 2 to 3 metre from the edge of the carriageway depending on local conditions, but in no case shall any part of the sign come in the way of vehicular traffic.

3.3. On kerbed roads, the bottom edge of the lowest sign shall not be less than 2 metre above the kerb. On un-kerbed roads, the bottom edge of the lowest sign shall not be less than 1.50 metre above the crown of the pavement.

3.4. Where in the opinion of competent authorities a sign would be ineffective if placed on the left hand side shoulder of a road with separated carriageways, it may be placed on the median and in that case need not be repeated on the shoulder.

3.5. The signs shall be so placed that these do not obstruct vehicular traffic on the carriageway, and if placed on the shoulder/footpath/refuge island, obstruct pedestrians as little as possible. The difference in level between the carriageway on the side where a sign is placed and the lower edge of the sign shall be as uniform as possible for signs of the same class on the same route.

4. ORIENTATION OF THE SIGNS

4.1. The signs shall normally be placed at right angles to the line of travel of the approaching traffic. Signs relating to parking of vehicles during specified periods shall, however, be fixed parallel to the carriageway.

4.2. Where mirror reflection from the sign face is encountered to such an extent as to reduce legibility, the sign should be turned slightly away from the road. On horizontal curves, the sign should not be fixed normal to the carriageway but the angle of placement should be determined with regard to the course of the approaching traffic.

4.3. Sign faces are normally vertical, but on grades it may be desirable to tilt a sign forward or backward from the vertical to improve the viewing angle.

5. MATERIALS FOR SIGNS

The traffic sign plates may be made of stove-enamelled metal plate, or other suitable local materials like plywood, timber planks with metal sheet lining, and reinforced concrete. Nothing in this Code should be interpreted to exclude any new material that meets the standard requirements for colour and visibility.

6. POSTS FOR SIGNS

The signs shall be mounted on separate sign posts, which may be of suitable mild steel sections, galvanised iron pipes, reinforced cement concrete or aluminium sections. In certain circumstances, signs may be fixed to existing utility posts such as lamp posts, electric poles, etc. if conveniently located. The posts and their foundation shall be so constructed as to hold the signs rigidly in a proper and permanent position, to resist swaying in wind or displacement by children or vandals.

7. MOUNTING OF SIGNS

The signs should be securely bolted to the sign posts so as to prevent their turning or slipping down. In the case of tubular posts, the mounting should permit angular movement with subsequent locking of the sign for exact adjustment after erection.

8. COLOUR FOR SIGNS

8.1. Signs shall be painted in colours as shown on the *detailed drawings*. The reverse side of all sign plates shall be painted grey.

8.2. Except in the case of level crossing signs (for which the colour scheme is given later), the sign posts shall be painted in 25 cm wide bands, alternately black and white. The lowest band next to the ground shall be in black.

8.3. Colours shall comply with the following I.S.I. shades given in Indian Standard No. 5-1961 "Colours for Ready Mixed Paints"

Blue—Indian Standard Colour No. 166 : French Blue

Red—Indian Standard Colour No. 537 : Signal Red

Grey—Indian Standard Colour No. 630 : French Grey

9. SIZES OF SIGNS

9.1. As a general rule, there shall be two sizes of signs for mandatory/regulatory and cautionary/warning signs. The normal size shall be used for main roads in rural areas, and the small size shall be used for less important roads in rural areas and roads in urban areas. On expressways, the size of the signs may be bigger than the normal size depending upon the speed adopted for design. For certain categories of mandatory/regulatory signs, a still smaller size may be used in conjunction with traffic light signals or on bollards on traffic islands.

9.9. General dimensions of different categories of signs are given in respective sections.

10. VISIBILITY OF SIGNS

In order to make them more visible and legible at night, road signs, in particular danger warning signs and regulatory signs other than those regulating standing and parking in lighted streets of built-up areas, shall be lighted or equipped with reflective material including luminous paints or reflective devices. Care should, however, be taken that this does not result in road users becoming dazzled.

11. SIZES OF LETTERS

11.1. The size and shape of letters and numerals used on informatory signs or definition plates shall be as detailed in IRC : 30-1968 "Standard Letters and Numerals of Different Heights for use on Highway Signs."

11.2. Letter size should be chosen with due regard to the speed, classification and location of the road, so that the sign is of adequate size for legibility but without being too large or obtrusive.

11.3. For advance direction signs on rural roads, the letter size should be from 8 to 15 cm. In urban areas, letter size should be from 8 to 10 cm. On expressways, bigger letters upto 25 cm may be used depending on the need.

11.4. Letter size on definition plates attached with normal sized signs should be 10 or 15 cm. In the case of small signs, it should be 5 or 8 cm. Where the message is long, as for instance in "No Parking" and "No Stopping" signs, the size of letters may be further reduced so that the definition plate is not too large.

12. MAINTENANCE OF SIGNS

The signs along with the posts shall be maintained in proper position, and kept clean and legible at all times. Damaged signs shall be replaced immediately. All signs shall be inspected at least twice a year. Special care shall be taken to see that weeds, shrubbery, mud etc. are not allowed to obscure any sign.

13. DEFINITION PLATES/SUPPLEMENTARY PLATES

13.1. Where the competent authority considers it advisable to make the meaning of a sign or symbol more explicit, or in the case of mandatory signs to limit their application to certain categories of road users or to specific periods, an inscription shall be placed below the sign in a rectangular definition plate of suitable size. The definition plate shall have white background and black letters and black border 20 mm wide. Size of the plate should be adequate for legibility but not too large as to be obtrusive. Numerals shall be inscribed in international form of Indian numerals and word messages in English and/or other languages as necessary.

13.2. Wherever feasible, symbols should be used on the definition plates.

14. MANDATORY/REGULATORY SIGNS

14.1. The detailed dimensioned drawings of normal sized sign and symbols thereon are shown in Plate I, pages 19 to 35, for ease of reproduction. For signs of other sizes, the symbols should be proportionately reduced or enlarged. The mandatory/regulatory signs are listed in *Annexure I*. These are classified under the following sub-heads keeping in view their design and application :

- (1) 'Stop' and 'Give Way' signs ;
- (2) 'Prohibitory' signs ;
- (3) 'No Parking' and 'No Stopping' signs ;

- (4) ' Speed Limit ' and ' Vehicle Control ' signs ;
- (5) ' Restriction Ends ' sign ; and
- (6) ' Compulsory Direction Control ' and other signs.

14.2. Stop and Give Way Signs

14.2.1. Stop Sign

14.2.1.1. **Purpose :** The sign is intended for use on roadways where traffic is required to stop before entering a major road, and where it is intended that the vehicle shall proceed past the stop line only after ascertaining that this will not cause danger to traffic on the main road.

14.2.1.2. **Combination with markings :** The stop sign shall always be used in combination with certain road markings such as stop line and the word "STOP" marked on the pavement *vide* IRC : 35-1970 "Code of Practice for Road Markings"

14.2.1.3. **Size, shape and colour :** The sign shall be octagonal in shape and shall have red background and white border. The height of the octagon shall be 90 cm including the border for normal sized sign and 60 cm including the border for small sized sign. The width of the border shall be 30 mm and 20 mm respectively.

14.2.1.4. **Combination with definition plate :** The stop sign shall be used in combination with a definition plate carrying the word "STOP" in English and other language(s) as necessary, till the road users become familiar with its usage.

14.2.1.5. **Warrants for installation :** The sign should be used on a minor road at its intersection with a major road where conditions are considered to be unduly hazardous due to restricted visibility, bad alignment, high accident record etc. making it imperative for the minor road traffic to stop on every occasion. The sign may also be used at other intersections where a combination of high speed, restricted view and record of serious accidents indicates the need for control by stop sign. The sign should not be used at intersections where traffic signals are installed or where traffic is controlled by traffic police. The stop sign is not to be used for speed control.

14.2.1.6. **Location :** Stop signs should be sited as close to the stop line as possible but not in such a position as to impair visibility along the major road. Normally these should be fixed 1.5 to 3 metre in advance of the stop line. Where there is a marked pedestrian crossing, the stop sign shall be erected 1.2 metre in advance of the pedestrian crossing. If the site conditions prevent a sign so placed from being easily seen, it should be placed at a greater distance in advance of the line, but not more than 6 metre from it.

14.2.2. Give Way Sign

14.2.2.1. **Purpose :** The sign is used to assign right-of-way to traffic on certain roadways and intersections, the intention being that the vehicles controlled by the sign must give way to other traffic having the right of way.

14.2.2.2. **Size, shape and colour :** The sign shall be an equilateral triangle with the apex downwards. It shall have red border and white background. The side of the normal sized sign shall measure 90 cm including the border ; the side of the small sized sign shall measure 60 cm including the border. The size of the border shall be 70 mm and 45 mm respectively.

14.2.2.3. **Combination with definition plate :** The sign shall be used in combination with a definition plate carrying the words "GIVE WAY" in English and other language(s) as necessary, till the road users become familiar with its usage.

14.2.2.4. Warrants for installation : The sign shall be used on a minor road at the entrance to an intersection where it is necessary to assign right-of-way to the major road but where a stop is not necessary at all times. The sign shall also be used on hill roads on long gradients facing the downhill traffic to assign right-of-way to vehicles climbing uphill. If necessary, this intention may also be conveyed through a suitable word message on definition plate.

14.2.2.5. Location : The sign should be located as near to the point where vehicles are required to stop to yield the right-of-way, say at a distance of 1.5 to 3 metre. Where there is a marked Give Way line, the sign should be erected 1.2 metre in advance of the marking. On gradients, the sign should be placed at the start of the down gradient and repeated as necessary.

14.3. Prohibitory Signs

14.3.1. Size, shape and colour : The signs shall be of circular shape with a red border, white background, black symbol and red oblique bar. Their diameter shall be 60 cm in case of normal sized signs and 40 cm in the case of small sized signs. Width of the border shall be 65 mm and 45 mm and of the red oblique bar 60 mm and 40 mm respectively.

A smaller size of 30 cm diameter may be used in conjunction with traffic light signals or on bollards on traffic islands. Widths of the border and red oblique bar in that case shall be 35 mm and 30 mm respectively.

14.3.2. Straight Prohibited/No Entry : The sign shall be located at places where the vehicles are not allowed to enter. It is generally erected at the end of one-way road to prohibit traffic entering the roadway in the wrong direction and also at each intersection along the one-way road.

The sign may be repeated on long stretches if considered necessary.

14.3.3. One Way : The sign shall be located at the entry to the one-way street and repeated at intermediate intersections on that street.

14.3.4. Vehicles Prohibited in Both Directions : The sign shall be used at the approach end of the roads where entry to all types of vehicular traffic is prohibited, especially in case of areas which have been designed as pedestrian malls.

14.3.5. All Motor Vehicles Prohibited : The sign shall be used at the entrance to the roads where entry to all types of motor vehicles is prohibited.

14.3.6. Truck Prohibited : The sign shall be erected on each entry to the road where movement of trucks is prohibited.

14.3.7. Bullock Cart and Hand Cart Prohibited : The sign shall be erected on each entry to the road where all types of slow moving vehicles except cycles are to be prohibited.

14.3.8. Bullock Cart Prohibited : The sign shall be erected on each entry to the road where bullock carts are to be prohibited.

14.3.9. Tonga Prohibited : The sign shall be erected on each entry to the road where tongas are to be prohibited.

14.3.10. Hand Cart Prohibited : The sign shall be erected on each entry to the road where hand carts are to be prohibited.

14.3.11. Cycle Prohibited : The sign shall be erected on each entry to the road where cycles are to be prohibited.

14.3.12. Pedestrian Prohibited : The sign shall be erected on each entry to the road where pedestrians are to be prohibited.

14.3.13. Right/Left Turn Prohibited : The sign shall be used at places, where vehicles are not allowed to make a turn to the right or left. The signs shall also be used at the intersections of one-way street to supplement the one-way sign.

14.3.14. U-Turn Prohibited : The sign shall be used at the places where vehicles are forbidden to make a turn to reverse direction of travel between the sign and the next intersection beyond it. The sign shall be erected at the start and at intervals along section of a road on which the controlling authority has authorised the prohibition. The spacing between any two successive signs should not exceed 120 metre on each side of the road.

14.3.15. Overtaking Prohibited : The sign shall be erected at the beginning of such sections of highways where sight distance is restricted and overtaking will be hazardous. The sign can be dispensed with where standard pavement markings exist.

14.3.16. Horn Prohibited : The sign shall be used on stretches of the road where sounding of horn is not allowed, such as near hospitals and in silence zones.

14.4. No Parking and No Stopping/Standing Signs

14.4.1. Size, shape and colour : The signs shall be of circular shape with a red border and blue background. There will be an oblique red bar at 45 degrees for the No Parking sign and there will be two oblique red bars at 45 degrees and right angles to each other for No Stopping sign. Their diameter shall be 60 cm in case of normal sized signs and 40 cm in the case of small sized signs. Width of the border shall be 65 mm and 45 mm and of the red oblique bar 60 mm and 40 mm respectively.

A smaller size of 30 cm diameter may be used in conjunction with traffic light signals or on bollards on traffic islands. Width of the border and red oblique bar shall be 35 mm and 30 mm respectively.

14.4.2. Combination with definition plate : There shall be a definition plate below the signs carrying the words "No Parking" or "No Stopping/Standing" as applicable, in English and other language(s) as necessary. The scope of the prohibition may be explained by inscriptions on the definition plate specifying, as the case may be, (i) the days of the week during which the prohibition applies, (ii) the hours of the day during which parking is prohibited, (iii) the distance upto which the prohibition is applicable, and (iv) exceptions granted for certain classes of road users. In addition, the definition plate may exhibit a single-headed arrow pointing the direction in which the restriction is applicable if the sign is at the end of a zone, or a double-headed arrow pointing both ways if the sign is at an intermediate point in the zone.

14.4.3. Location of No Parking Sign : The sign shall be erected where the controlling authority has resolved to prohibit parking. The sign should be accompanied by suitable kerb or carriageway markings as indicated in IRC : 35-1970.

14.4.4. Location of No Stopping/Standing Sign : The sign shall be erected on sections of a road or street where the controlling authority has decided to prohibit stopping of vehicles, even temporarily.

14.5. Speed Limit and Vehicle Control Signs

14.5.1. **Size, shape and colour :** The signs shall be of circular shape with a red border, and bearing black symbols and numerals on white background. The diameter inclusive of the border shall be 60 cm in case of normal sized sign and 40 cm in case of small sized sign. The width of the border shall be 65 mm and 45 mm respectively.

A still smaller size of 30 cm diameter may be used in conjunction with traffic light signals or on bollards on traffic islands. Width of border shall be 35 mm in this case.

14.5.2. **Location :** These signs shall be erected at the beginning of any section of a road or the side of a structure, which is subject to prohibition or restriction so as to face the entering traffic. Additional signs shall be erected within the prohibited section at each intersection made by a road which is not subject to prohibition so as to face the entering traffic and inform it of the restriction. For speed limit, additional repeater signs may also be installed at intervals where necessary.

14.5.3. **Speed Limit :** The sign shall be located at the beginning of the section of the road or area covered by a speed restriction, with numerals indicating the speed limit in kilometre per hour. The speed limit should be marked in multiples of 5 k.p.h.

Where the speed limit is imposed only on a certain class or classes of motor vehicles, this shall be specified on a definition plate attached below the sign. Where in addition to a general speed limit applicable to other motor vehicles, a special speed limit is imposed on vehicles of a certain class or classes, the general speed limit shall be specified on the disc and special speed limit together with the class or classes of vehicles specified on the definition plate.

The class or classes of motor vehicles on the definition plate should preferably be shown in symbols.

14.5.4. **Width Limit :** The sign shall be used where entry of vehicles exceeding a particular width is prohibited.

14.5.5. **Height Limit :** The sign shall be erected in advance of an overhead structure where entry is prohibited for vehicles whose height exceeds a certain limit.

14.5.6. **Length Limit :** The sign shall be erected where entry of vehicles exceeding a particular length is prohibited.

14.5.7. **Load Limit :** The sign shall be erected where entry is prohibited for vehicles whose laden weight exceeds a certain limit.

14.5.8. **Axle Load Limit :** The sign shall be erected where entry is prohibited for vehicles whose axle load exceeds a particular limit.

14.6. Restriction Ends Sign

14.6.1. **Size, shape and colour :** It shall be circular with a white background. The diameter of the circle shall be 60 cm in case of a normal sized sign and 40 cm in case of a small sized sign. There shall be a diagonal band of black colour at an angle of 45 degrees sloping downward from right to left. The width of the band shall be 130 mm in normal sized sign and 90 mm in small sized sign.

14.6.2. **Purpose :** This sign shall indicate the point at which all prohibitions notified by prohibitory signs for moving vehicles cease to apply.

14.7. Compulsory Direction Control and Other Signs

14.7.1. **Size, shape and colour :** These signs shall be circular in shape with a blue background and having symbols in white. The diameter shall be 60 cm for normal sized sign and 40 cm for small sized sign. However, signs having a diameter of not less than 30 cm may be used in conjunction with traffic signals or on bollards on traffic islands.

14.7.2. **Compulsory Direction Signs — General Warrant :** These signs shall by arrow or arrows indicate the appropriate direction(s) in which vehicles are obliged to proceed, or the only directions in which they are permitted to proceed.

14.7.3. **Compulsory Keep Left :** The sign is most frequently used on bollards or islands and refuges in the centre of the carriageway and at the beginning of central reserves of dual carriageway. It should not be used at breaks in an otherwise continuous central reserve. This sign is not to be used on the central island of a roundabout.

14.7.4. **Compulsory Cycle Track :** The sign shall notify cyclists that they must use the cycle track at the entrance to which it is placed, and shall notify the drivers of other vehicles that they are not entitled to use that track.

14.7.5. **Compulsory Sound Horn :** The sign shall mean that the motor vehicles shall compulsorily sound horn at the location at which sign is placed, for instance at sharp curves on hill roads.

15. CAUTIONARY/WARNING SIGNS

15.1. The detailed dimensioned drawings of normal sized sign and symbols thereon are shown, in Plate II, pages 37 to 51, for ease of reproduction. For signs of other sizes, the symbols should be proportionately reduced or enlarged. The cautionary/warning signs are listed in *Annexure II*.

15.2. **Size, shape and colour :** The signs shall be in the shape of an equilateral triangle, with apex pointing upwards. It shall have red border and black symbols on white background. The side of the triangle shall be 90 cm for normal sized signs and 60 cm for small sized signs. The width of the border shall be 70 mm and 45 mm respectively.

15.3. **Location :** The warning signs should normally be located at the following distances in advance of the hazard warned against :

(a) Non-urban Locations

| | | <i>Plain or rolling terrain</i> | <i>Hilly terrain</i> |
|--|-------|---|--------------------------|
| (i) National Highways and State Highways | .. | 120 m | 60 m |
| (ii) Major District Roads | | 90 m | 50 m |
| (iii) Other District Roads | | 60 m | 40 m |
| (iv) Village Roads | | 40 m | 30 m |

These distances may be increased on steep downhill gradients to account for increased speed.

(b) Urban Locations

In urban locations, the warning signs should be located at about 50 metre away from the points of hazard. Distance may be increased or decreased to suit site conditions.

15.4. Curve Signs

15.4.1. These signs (right hand/left hand curves) are intended to be used where the geometric and operating conditions show the recommended speed on the curve to be much less than the design speed for the highway. The following table gives a rough indication of the speeds on curves below which the signs are warranted :

| | | | | <i>Plain and rolling terrain</i> | <i>Hilly terrain</i> |
|--------------------------------------|----|----|----|--|--------------------------|
| National Highways and State Highways | .. | | | 60 K.P.H. | 40 K.P.H. |
| Major District Roads | .. | .. | .. | 50 K.P.H. | 30 K.P.H. |
| Other District Roads | .. | .. | .. | 40 K.P.H. | 25 K.P.H. |
| Village Roads | .. | .. | .. | 35 K.P.H. | 25 K.P.H. |

15.4.2. The right hand curve sign should be used to mark curves bearing to the right, and the left hand curve sign for curves bearing to the left.

15.5. Right/Left Hairpin Bend

The sign should be used to mark curves of small radii, where the change of direction is so considerable as to amount to a reversal of direction. The symbol should bend to left or right according to the road.

15.6. Right/Left Reverse Bend

The sign should be erected where two curves in opposite direction are separated by a tangent less than 120 metre in length in plains and 30 metre in hills. The sign may also be erected where in the opinion of the controlling authority the nature of the reverse bend is not obvious to approaching drivers and constitutes a hazard. If the first curve is to the right, a right reverse bend sign shall be used. If the first curve is to the left, a left reverse bend sign shall be used.

15.7. Steep Ascent/Descent

15.7.1. **Steep Ascent :** The sign should be used 30 metre before a steep upgrade where the erecting authority considers that the steepness of the upgrade warrants a warning to the road users. A gradient of 10 per cent and above may be considered steep gradient for this purpose. The sign should not be used unless the gradient continues for a length of about 1/2 to 1 km. It should be repeated at suitable intervals in the stretch having the steep ascent.

15.7.2. **Steep Descent :** The sign should be used 30 metre before a steep downgrade, where the erecting authority considers that the steepness of the grade may constitute a hazard to traffic. A gradient of 10 per cent and above may be considered as a steep gradient for this purpose. The sign should not be used unless the gradient continues for a length of about 1/2 km. It should be repeated at suitable intervals in the stretch having the steep descent.

15.8. Narrow Bridge

The sign should be erected on roads in advance of bridges where the clear width between kerbs or wheel guards is less than the normal width of the carriageway.

15.9. Narrow Road Ahead

The sign should be erected on such sections of roads in rural areas where in the opinion of the controlling authority a sudden reduction in width of pavement causes a danger to traffic.

15.10. Road Widens Ahead

The sign should be erected on such sections of roads in rural areas where in the opinion of the controlling authority the sudden widening of a road causes a danger to traffic, such as a two-lane road suddenly widening to a dual carriageway.

15.11. Gap in Median

The sign should be installed ahead of a gap in the median of a divided carriageway, other than at an intersection.

15.12. Slippery Road

The sign should be erected to warn that the section of the road ahead may be particularly slippery. The sign should be removed immediately after the hazard is remedied.

15.13. Loose Gravel

The sign should be used on section of a road on which gravel may be thrown up by fast moving vehicles. The sign should be removed immediately after the hazard is remedied.

15.14. Cycle Crossing

The sign should be erected in advance of all uncontrolled cycle crossings.

15.15. Pedestrian Crossing

The sign should be erected in advance on both approaches to uncontrolled pedestrian crossings. This is absolutely essential when visibility of the crossing is impaired by a bend or hump in the road.

15.16. School

The sign should be erected where school buildings or grounds are adjacent to the road, and where in the opinion of the controlling authority passing traffic creates a hazard to children.

15.17. Cattle

The sign should be erected where there is danger due to farm animals or cattle straying on the road. The sign should not be used simply because animals are driven along or across the road at frequent intervals but should be used where they cross regularly.

15.18. Men at Work

The sign should be displayed only when men or machines are working on the road or adjacent to it or on overhead lines or poles. The sign should be removed immediately after the work is completed.

15.19. Falling Rocks

The sign should be erected wherever rocks are liable to fall on the road either seasonally or throughout the year. The symbol may be reversed to show the side from which rockfall is expected. The highway authorities should cover the signs during the season when this problem does not exist.

15.20. Ferry

The sign is intended to warn the drivers about the existence of a ferry crossing across a river. It is recommended that a pair of signs be used for this purpose, one for advance warning located at 200 metre

from the ferry, and the second erected near the ferry. The distance of the second sign from the ferry may be 50 to 100 metre in plain and rolling country and 30 to 60 metre in hills depending on the design speed.

15.21. Cross Road

The sign should be erected in advance of the cross road where in the opinion of the controlling authority a sufficiently large volume of crossing or entering traffic together with restricted sight distance is likely to constitute a hazard. This sign should only be used when the driver needs to be warned of the existence of a junction and no other indication, e.g. by a map type advance direction sign or traffic signal, is given.

15.22. Side Road

The sign should be erected in advance of the side road intersections where in the opinion of the controlling authority a sufficiently large volume of entering traffic together with restricted sight distance is likely to constitute a hazard. The sign should only be used when the drivers need to be warned of the existence of a junction and no other indication, e.g. by a map type advance direction sign or traffic signal, is given.

15.23. T-Intersection

The sign should be erected in advance of T-junctions where in the opinion of the controlling authority the nature of the intersection is not obvious to approaching drivers. The width of bands should indicate the relative importance of the roads. This sign should only be used when the driver needs to be warned of the existence of a junction and no other indication, e.g. by a map type advance direction sign or traffic signal, is given.

15.24. Y-Intersection

The sign should be erected on the approach to a bifurcation of any road. This sign should only be used when the driver needs to be warned of the existence of a junction and no other indication, e.g. by a map type advance direction sign or traffic signal, is given.

15.25. Staggered Intersection

The sign should be used to indicate junctions where the distance between two junctions does not exceed 60 metre. This sign should only be used when the driver needs to be warned of the existence of a junction and no other indication, e.g. by a map type advance direction sign or traffic signal, is given.

15.26. Major Road Ahead

The sign should be erected in advance of crossing with a major road, where in the opinion of the controlling authority a sufficiently large volume of traffic together with restricted sight distance is likely to constitute a hazard. The sign should not be used where the intersection is controlled by traffic signal.

15.27. Roundabout

The sign should be used where it is necessary to indicate the approach to a roundabout and adequate warning is not conveyed by a map type advance direction sign.

15.28. Dangerous Dip

The sign should be erected where a sharp dip in the profile of the road or a causeway is likely to cause considerable discomfort to traffic.

15.29. Hump or Rough Road

The sign should be used where in the opinion of the controlling authority sudden surface irregularities or hump constitutes a hazard or discomfort for the drivers. This sign should be removed immediately after the hazard is remedied.

15.30. **Barrier Ahead**

The sign should be erected in advance of a gate barring a road. A pair of signs should be used for the purpose : (i) a warning sign with a definition plate bearing the words " SLOW, BARRIER AHEAD " installed at a distance of 200 metre from the barrier, and (ii) another warning sign with a definition plate bearing the words " DEAD SLOW, BARRIER AHEAD ", installed at a distance of 50-100 metre in plain and rolling terrain and 30-60 metre in hilly terrain.

15.31. **Unguarded Railway Crossing**

The sign should be used on the approaches of level crossings where there are no gates or other barriers. A pair of signs shall be used for the purpose : (i) an advance warning sign located at 200 metre away from the crossing, and (ii) a second sign to be erected near the crossing. The distance of the second sign from the crossing may be 50-100 metre in plain and rolling terrain and 30-60 metre in hilly terrain.

15.32. **Guarded Railway Crossing**

The sign should be used to warn traffic on the approaches of guarded railway crossings. A pair of signs shall be used for the purpose : (i) an advance warning sign located at 200 metre away from the crossing, and (ii) a second sign to be erected near the crossing. The distance of the second sign from the crossing may be 50-100 metre in plain and rolling terrain and 30-60 metre in hilly terrain.

16. **INFORMATORY SIGNS**

16.1. The detailed dimensioned drawings of normal sized sign and symbols thereon are shown in Plate III, pages 53 to 65, for ease of reproduction. For signs of other sizes, the symbols should be proportionately reduced or enlarged. The informatory signs are listed in *Annexure III*.

16.2. The signs are classified under the following sub-heads keeping in view their design and application:

- (1) Direction and Place Identification Signs ;
- (2) Facility Information Signs ;
- (3) Other Useful Information Signs ;
- (4) Parking Signs; and
- (5) Flood Gauge.

16.3. **Direction and Place Identification Signs**

16.3.1. **Shape, colour and language of inscription :** These signs shall be rectangular. However, direction signs may be in the shape of an elongated rectangle with the longer side horizontal, terminating in an arrowhead. The signs shall have white background, black letters and arrows, and black border. Inscription shall be in English and other language(s) as necessary.

16.3.2. **Advance Direction**

The sign indicates the routes ahead by showing the names of particular places with arrow symbols indicating directions. If desired, distance in kilometres may be shown after the destination names. If more than one place is to be shown in the same direction, the names of the places may be grouped and a single arrow used for direction indication. The sign shall normally be located at the same distance from the intersection as given in para 15.3.

16.3.3. Destination : The sign should be used at intersections of major importance or at intersections where the approach speeds are high requiring advance warning. The sign with vertical arrow shall be at the top, the right arrow next, and the left arrow at the bottom of the assembly.

16.3.4. Direction : The sign shows where a road leads to and indicates the names of towns, railway stations, aerodromes, or public centres, and the distance by road to them. Direction is indicated by the arrowhead at the end of the sign board, the board being placed generally parallel to the road leading to the place named.

16.3.5. Re-assurance : The sign should be erected on important roads beyond an intersection or a junction, to reassure a driver of a vehicle that the desired direction is being followed. Two place names should normally be shown, the upper name being of the town or place in which the greater proportion of the through traffic is interested and the lower name being of the next place of importance.

16.3.6. Place Identification : The sign should be used along highways to mark entrance to cities. It should be erected at the entrance to the area incorporated in the local authority. If the built-up area does not extend to the corporate line at the point where it crosses the highway, then the sign should be placed inside the incorporated area 90 metre in advance of the edge of the built-up section.

16.4. Facility Information Signs

16.4.1. Size, shape and colour : These signs shall be rectangular and have a blue background ; they shall bear a white square on which the symbol shall be displayed in black and red depending on the design. The size of the normal sized sign shall be 80 cm × 60 cm and of the small sized sign 60 cm × 45 cm. Size of the inside square shall be 40 cm for normal sized sign and 30 cm for small sized sign. On the blue band at the bottom of the sign, the distance to the facility indicated, or to the entry of the road leading to it, may be inscribed in white. The signs may also be set up at the entry to the road leading to the facility and may then bear a white directional arrow on the blue part at the bottom.

16.4.2. Public Telephone : The sign should be erected on long stretches of roads in rural areas indicating the distance to the nearest public telephone, especially where it is in an inconspicuous position.

16.4.3. Petrol Pump : The sign should be erected on long stretches of roads in rural areas at the entry to the road leading to the facility. It is not necessary when the facility is within sight and available at reasonably frequent intervals along the route.

16.4.4. Hospital : The sign should be used to notify drivers of vehicles that they should take the precautions required near medical establishments and, in particular, that they should not make any unnecessary noise. The sign also serves to indicate the location of hospital where medical facilities will be available.

16.4.5. First Aid Post : The sign should be used to notify the drivers of vehicles on long stretches of roads in rural areas of the first aid facility which may be helpful in case of emergency.

16.4.6. **Eating Place :** The sign should be used to indicate where a regular eating place is located.

16.4.7. **Light Refreshment :** The sign should be used to indicate a place where light refreshments would be available.

16.4.8. **Resting Place :** The sign should be used to indicate where facilities for resting and lodging would be available. It shall be combined with a separate definition plate, indicating whether the place is a Rest House, Motel, Hotel, etc.

16.5. **Other Useful Information Signs**

The shape and colour of these signs shall be the same as those of 'Facility Information' signs. The symbols shall be according to the drawings shown on page 59.

16.5.1. **No Through Road :** The sign should be erected at the entrance to a road from which there is no exit.

16.5.2. **No Through Side Road :** The sign should be erected on the main road, with appropriate variations to the symbol so as to show the road layout, where it is considered essential to give advance indication of a 'No Through Side Road'.

16.5.3 **Informatory Sign for Pedestrian Subway :** To guide the traffic to the Subway.

16.6. **Parking Signs**

The parking sign, which may be set up parallel to the axis of the road, should indicate the places where parking of vehicles is authorised. The sign shall be square of 60 cm × 60 cm size. It shall bear the letter 'P' in white colour. The background colour shall be blue.

Symbols or inscriptions on an additional plate below the sign may show the direction in which the parking places lie or the categories of vehicles for which parking is reserved.

16.7. **Flood Gauge**

The sign should be installed at causeways and submersible bridges or culverts to indicate to the road users the height of the flood above the road level.

LIST OF MANDATORY/REGULATORY SIGNS

1. Stop and Give Way Signs

- (i) Stop
- (ii) Give Way

2. Prohibitory Signs

- (i) Straight Prohibited/No entry
- (ii) One Way
- (iii) Vehicles Prohibited in Both Directions
- (iv) All Motor Vehicles Prohibited
- (v) Truck Prohibited
- (vi) Bullock Cart and Hand Cart Prohibited
- (vii) Bullock Cart Prohibited
- (viii) Tonga Prohibited
- (ix) Hand Car Prohibited
- (x) Cycle Prohibited
- (xi) Pedestrian Prohibited
- (xii) Right/Left Turn Prohibited
- (xiii) U-Turn Prohibited
- (xiv) Overtaking Prohibited
- (xv) Horn Prohibited

3. No Parking and No Stopping Signs

- (i) No Parking
- (ii) No Stopping/Standing

4. Speed Limit and Vehicle Control Signs

- (i) Speed Limit
- (ii) Width Limit
- (iii) Height Limit
- (iv) Length Limit
- (v) Load Limit
- (vi) Axle Load Limit

5. Restriction Ends Signs

6. Compulsory Direction Control and Other Signs

- (i) Compulsory Turn Left/Right
- (ii) Compulsory Ahead Only
- (iii) Compulsory Turn Right/Left Ahead
- (iv) Compulsory Ahead or Turn Right
- (v) Compulsory Ahead or Turn Left
- (vi) Compulsory Keep Left
- (vii) Compulsory Cycle Track
- (viii) Compulsory Sound Horn

LIST OF CAUTIONARY/WARNING SIGNS

1. Right Hand/Left Hand Curve
2. Right/Left Hairpin Bend
3. Right/Left Reverse Bend
4. Steep Ascent/Descent
5. Narrow Bridge
6. Narrow Road Ahead
7. Road Widens Ahead
8. Gap in Median
9. Slippery Road
10. Loose Gravel
11. Cycle Crossing
12. Pedestrian Crossing
13. School
14. Cattle
15. Men at Work
16. Falling Rocks
17. Ferry
18. Cross Roads
19. Side Road
20. T—Intersection
21. Y—Intersection
22. Staggered Intersection
23. Major Road Ahead
24. Roundabout
25. Dangerous Dip
26. Hump or Rough Road
27. Barrier Ahead
28. Unguarded Railway Crossing
29. Guarded Railway Crossing

LIST OF INFORMATORY SIGNS

- 1. Direction and Place Identification Signs**
 - (i) Advance Direction
 - (ii) Destination
 - (iii) Direction
 - (iv) Reassurance
 - (v) Place Identification
 - 2. Facility Information Signs**
 - (i) Public Telephone
 - (ii) Petrol Pump
 - (iii) Hospital
 - (iv) First Aid Post
 - (v) Eating Place
 - (vi) Light Refreshment
 - (vii) Resting Place
 - 3. Other Useful Information Signs**
 - (i) No Through Road
 - (ii) No Through Side Road
 - (iii) Informatory Sign for Pedestrian Subway
 - 4. Parking Signs**
 - 5. Flood Gauge**
-

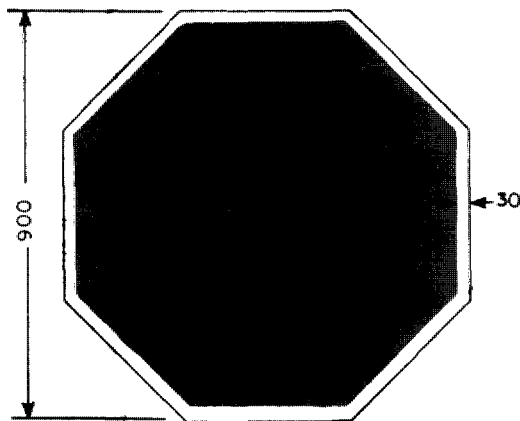
PLATE I

MANDATORY/REGULATORY SIGNS

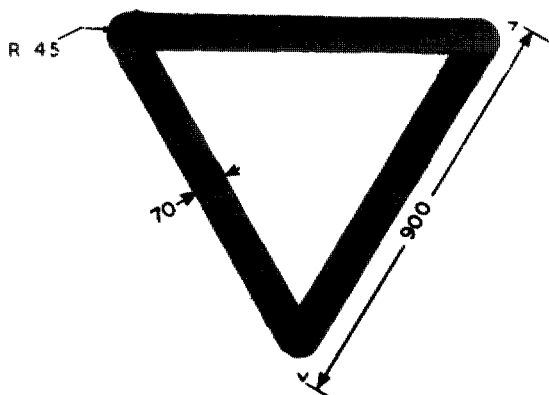
1. THE HEIGHT OF OCTAGON FOR 'STOP SIGN' IS 90 CM. FOR NORMAL SIZED SIGN & 60 CM. FOR SMALL SIZED SIGN. THE WIDTH OF WHITE BORDER SHALL BE 30 MM. & 20 MM. RESPECTIVELY.
2. EACH SIDE OF EQUILATERAL TRIANGLE IS 90 CM. FOR NORMAL SIZED SIGN & 60 CM. FOR SMALL SIZED SIGN. THE WIDTH OF RED BORDER SHALL BE 70 MM. & 45 MM. RESPECTIVELY.
3. THE DIAMETER OF THE CIRCLE IS 60 CM. FOR NORMAL SIZED SIGN & 40 CM. FOR SMALL SIZED SIGN. THE WIDTH OF RED BORDER SHALL BE 65 MM. & 45 MM. RESPECTIVELY. THE WIDTH OF RED OBLIQUE BAR SHALL BE 60 MM. & 40 MM. RESPECTIVELY.

A SMALLER SIZE OF 30 CM. DIAMETER MAY BE USED IN CONJUNCTION WITH TRAFFIC LIGHT SIGNALS OR ON BOLLARDS ON TRAFFIC ISLANDS. WIDTHS OF RED BORDER & RED OBLIQUE BAR IN THAT CASE SHALL BE 35 MM. & 30 MM. RESPECTIVELY.

4. THE SIZE OF THE SYMBOLS SHOWN IN THE DRAWINGS IS FOR NORMAL SIZED SIGN. FOR SIGNS OF OTHER SIZES, THE SYMBOLS SHOULD BE PROPORTIONATELY REDUCED.
5. THE WIDTH OF BLACK OBLIQUE BAR IN THE CASE OF RESTRICTION ENDS SIGN IS 130 MM. FOR NORMAL SIZED SIGN & 90 MM. FOR SMALL SIZED SIGN.

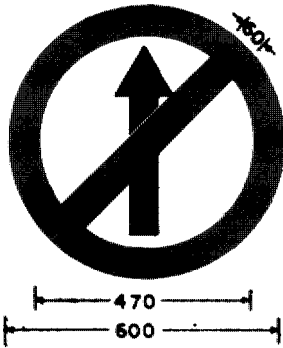
STOP AND GIVE WAY SIGNS**STOP**

(TILL THE ROAD USERS ARE FAMILIAR, A DEFINITION PLATE SHOULD BE ATTACHED WITH THE SIGN CARRYING THE WORD 'STOP' IN ENGLISH AND OTHER LANGUAGES AS NECESSARY)

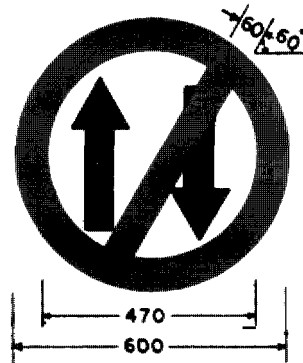
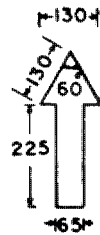
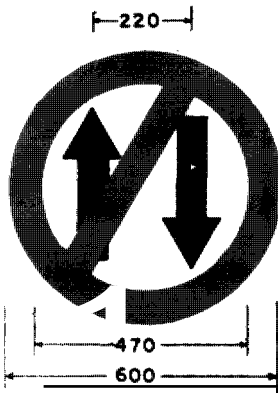
**GIVE WAY**

(IN THE BEGINNING, A DEFINITION PLATE SHOULD BE USED WITH THE SIGN CARRYING THE MESSAGE 'GIVE WAY' IN ENGLISH AND OTHER LANGUAGES AS NECESSARY)

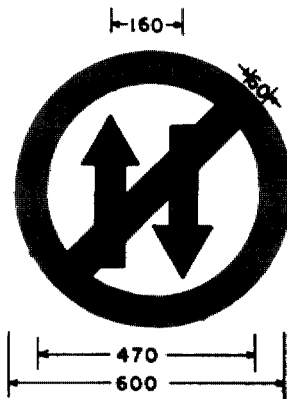
1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.



**STRAIGHT PROHIBITED
OR NO ENTRY**

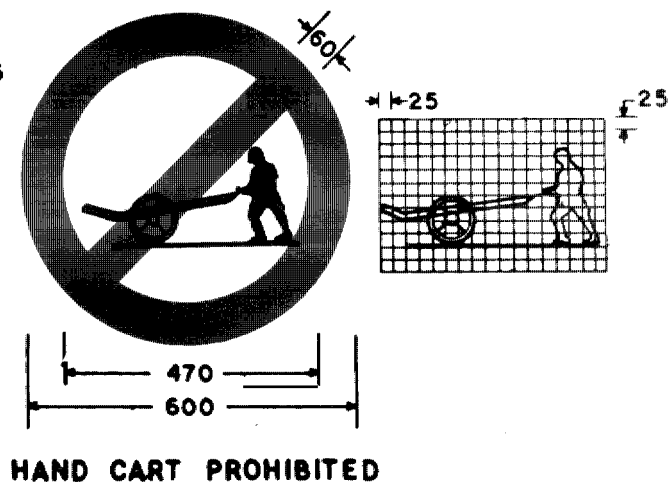
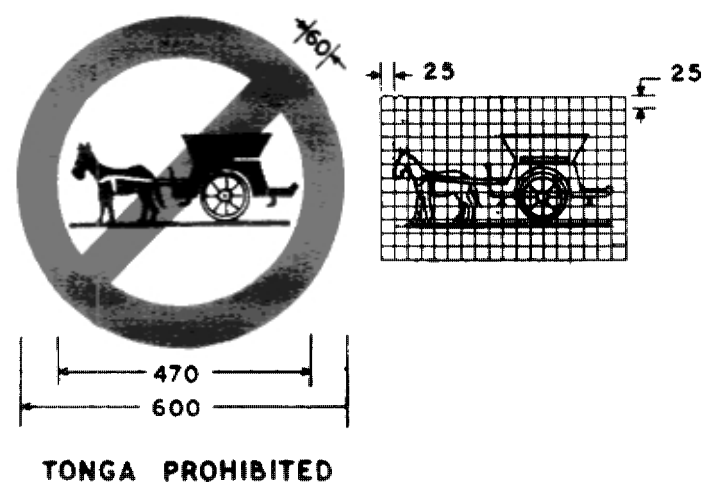
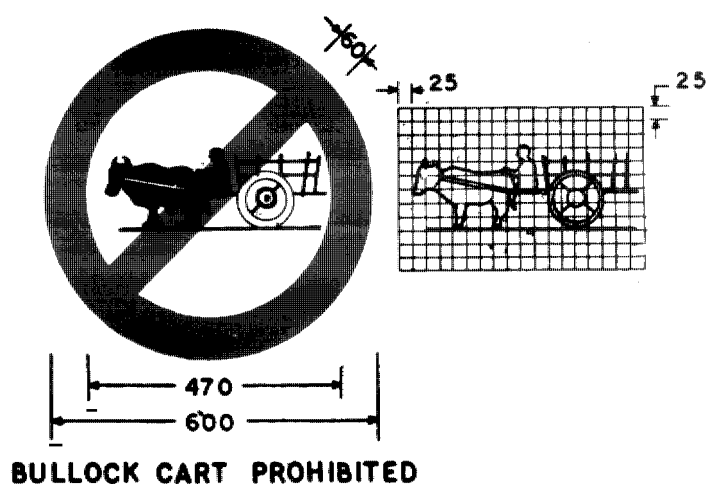
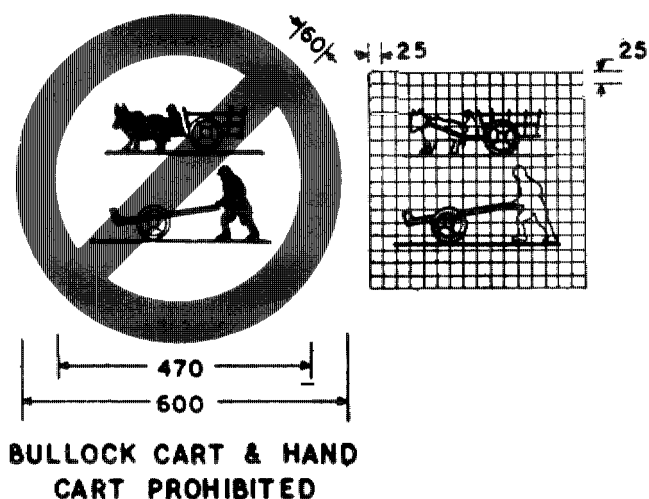
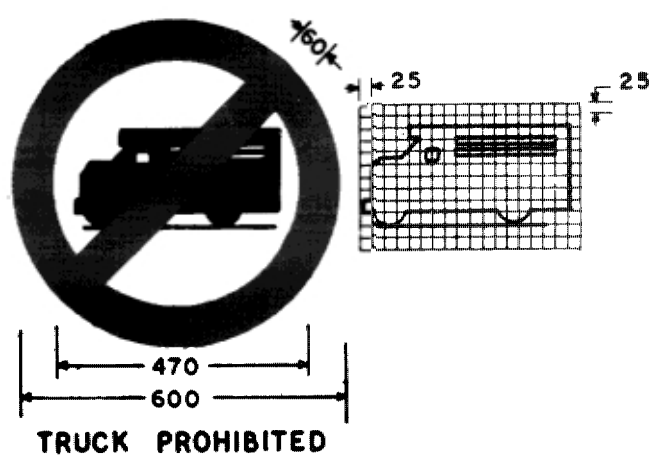
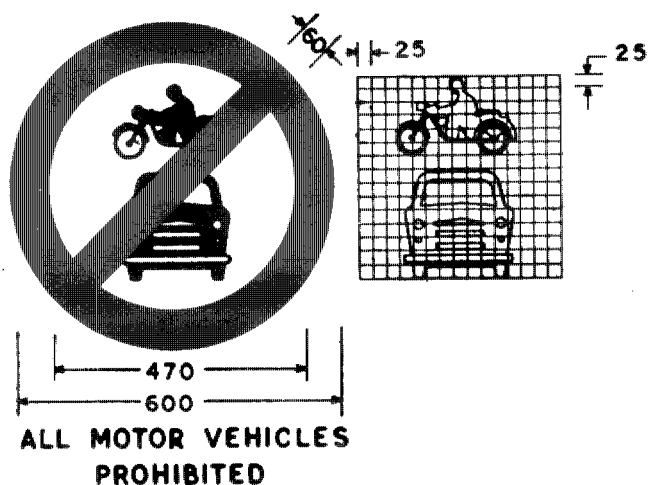


ONE WAY SIGNS

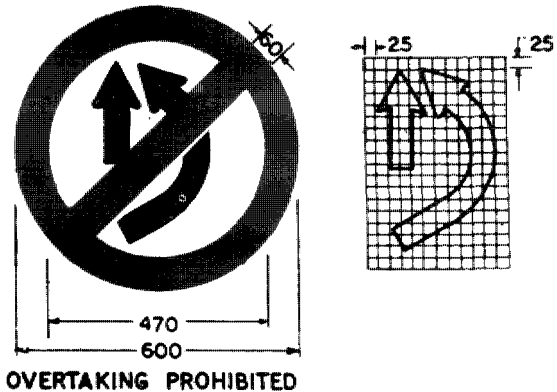
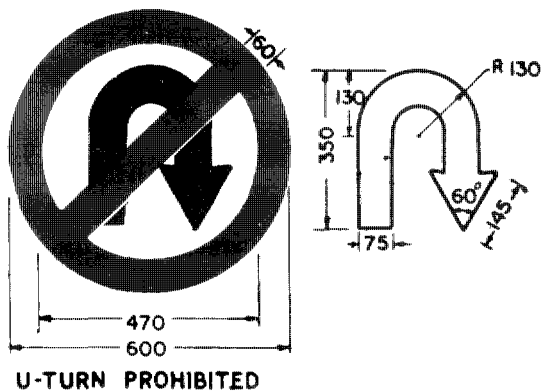
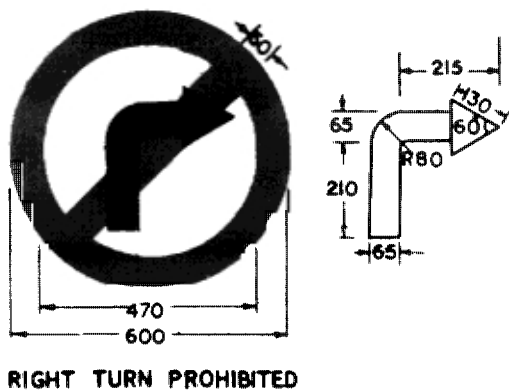
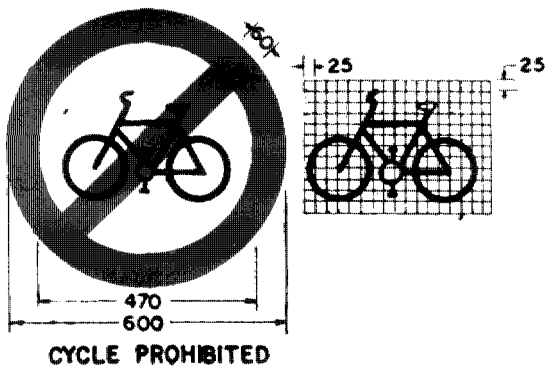


**VEHICLES PROHIBITED
IN BOTH DIRECTIONS**

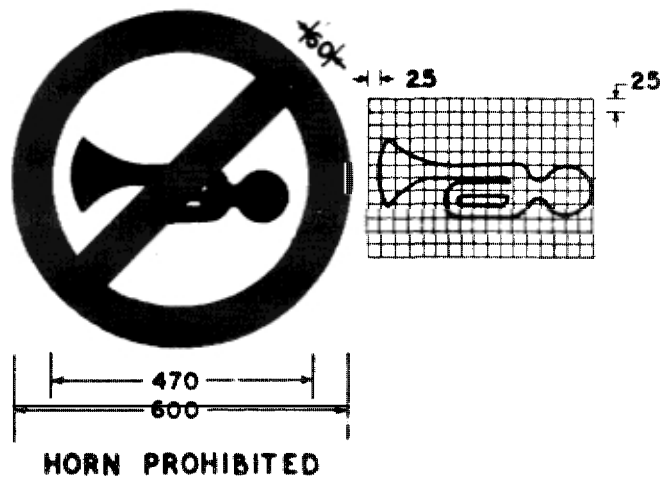
1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.



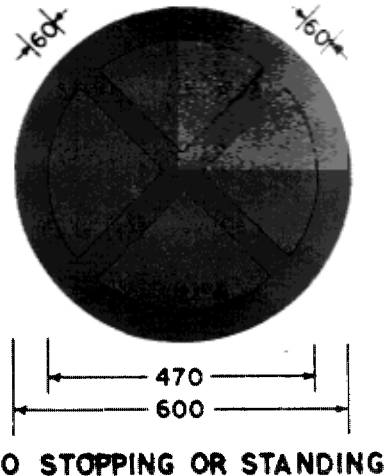
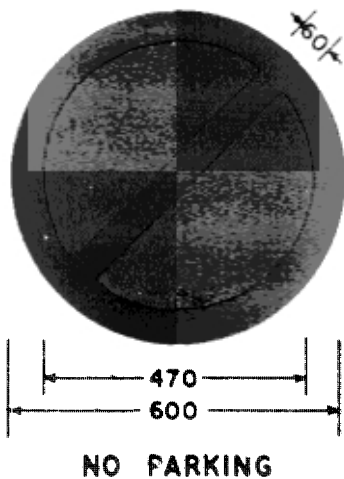
1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.



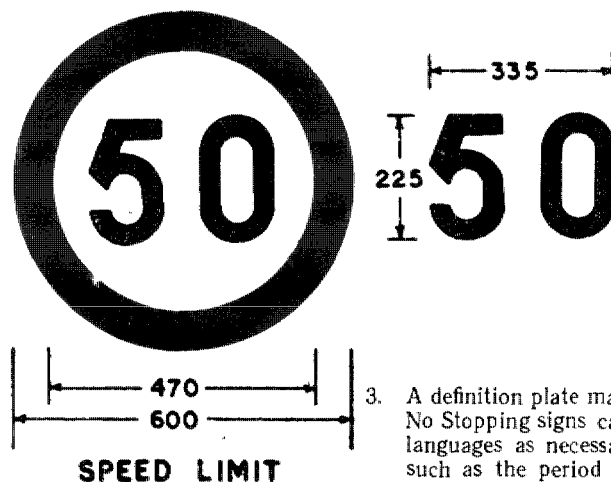
1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.



NO PARKING AND NO STOPPING SIGNS

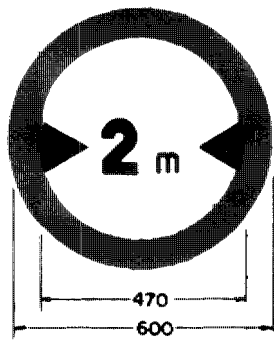


SPEED LIMIT AND VEHICLE CONTROL SIGNS

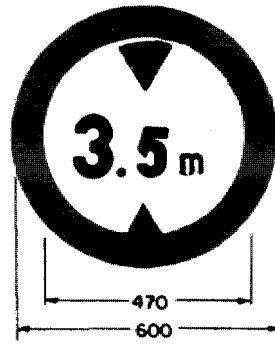
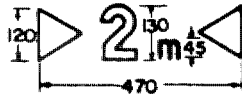


3. A definition plate may be attached with the No Parking and No Stopping signs carrying the messages in English & other languages as necessary, as also any additional information such as the period during which the restrictions will be in force or the particular vehicles to which it applies.
4. Speed limits for different classes of vehicles may be indicated in a separate definition plate attached to the Speed Limit sign.

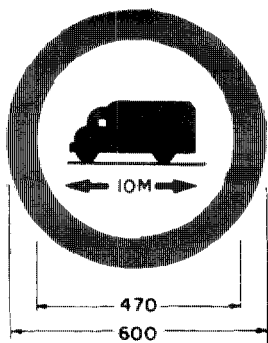
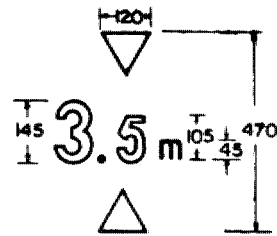
1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.



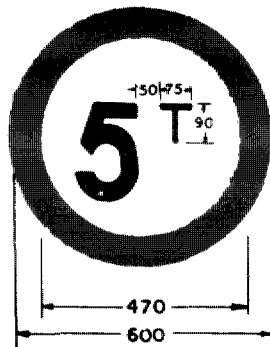
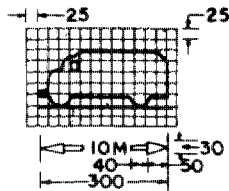
WIDTH LIMIT



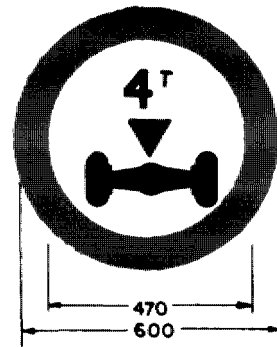
HEIGHT LIMIT



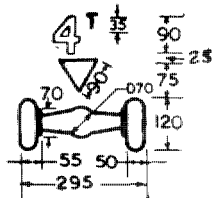
LENGTH LIMIT



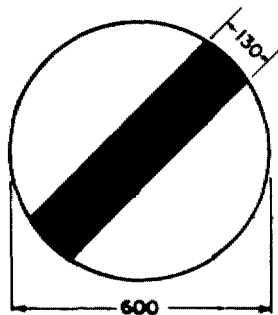
LOAD LIMIT



AXLE LOAD LIMIT



RESTRICTION ENDS SIGN



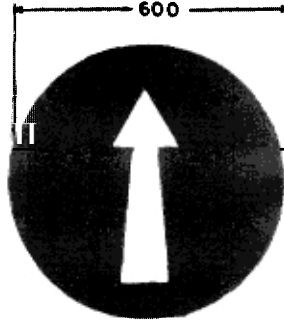
1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.

COMPULSORY DIRECTION CONTROL AND OTHER SIGNS

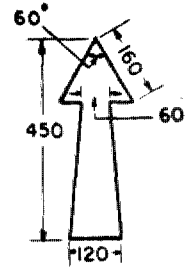


**COMPULSORY
TURN LEFT**

(FOR TURN RIGHT, SYMBOL TO
BE REVERSED)



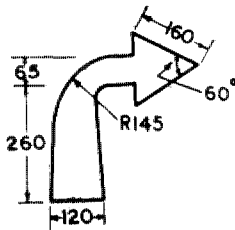
**COMPULSORY
AHEAD ONLY**



COMPULSORY

TURN RIGHT AHEAD

(FOR TURN LEFT AHEAD, SYMBOL
TO BE REVERSED)

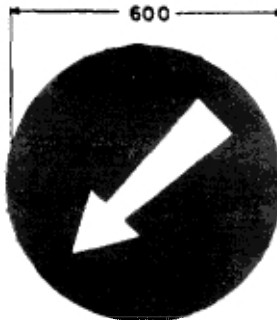
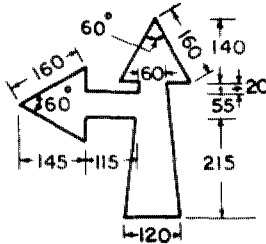


**COMPULSORY
AHEAD OR TURN RIGHT**



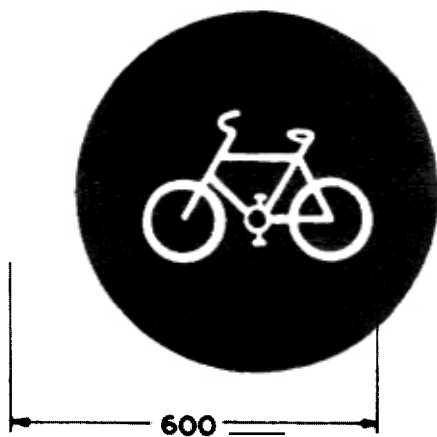
COMPULSORY

AHEAD OR TURN LEFT



**COMPULSORY
KEEP LEFT**

1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.



COMPULSORY CYCLE TRACK



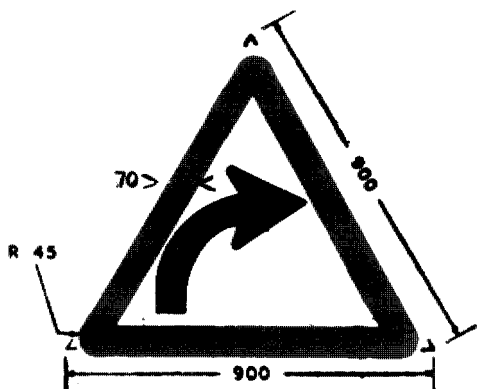
COMPULSORY SOUND HORN

1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.

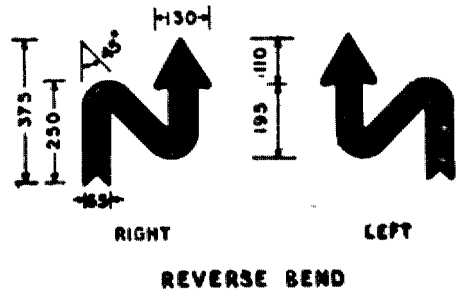
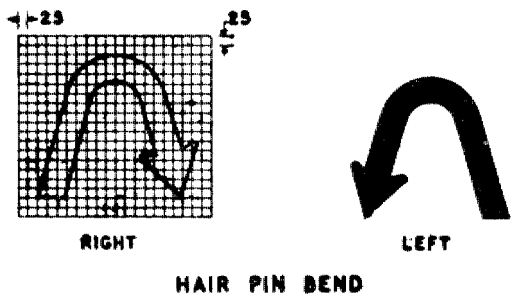
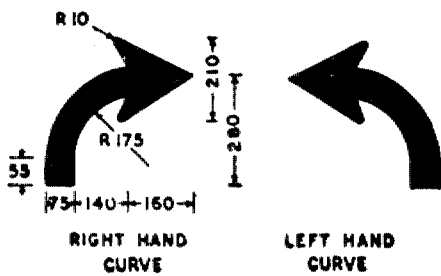
PLATE II

CAUTIONARY/WARNING SIGNS

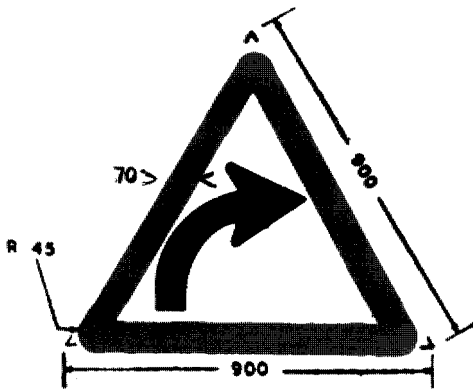
THE SIZE OF THE TRIANGLE SHALL BE 90 CM. FOR NORMAL SIZED SIGN & 60 CM. FOR SMALL SIZED SIGN. THE WIDTH OF THE BORDER SHALL BE 70 MM. & 45 MM. RESPECTIVELY. THE SIZE OF THE SYMBOLS SHOWN IN DRAWINGS IS FOR NORMAL SIZED SIGN AND IN THE CASE OF SMALL SIZED SIGN, THE SYMBOL SHOULD BE TWO-THIRDS OF THE SIZE SHOWN IN THE DRAWINGS.



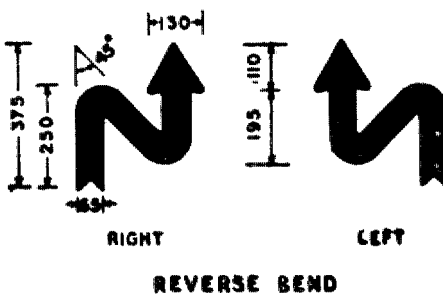
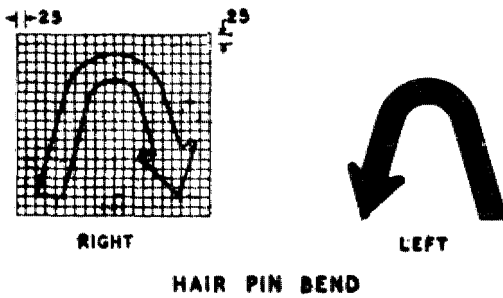
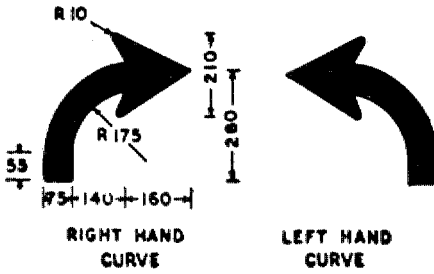
TYPICAL CAUTIONARY SIGN



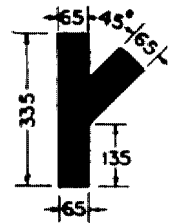
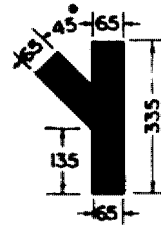
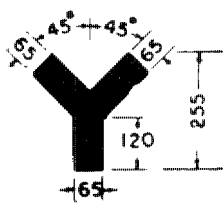
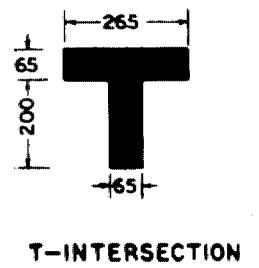
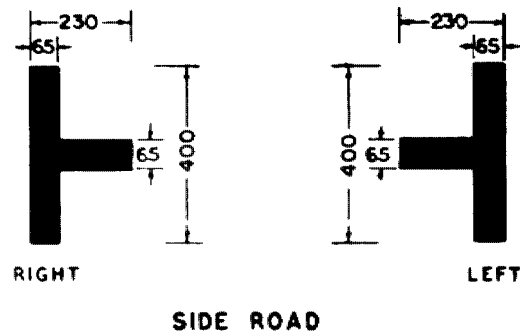
- 1. Dimensions shown are for normal sized signs.
- 2. All dimensions are in millimetres.



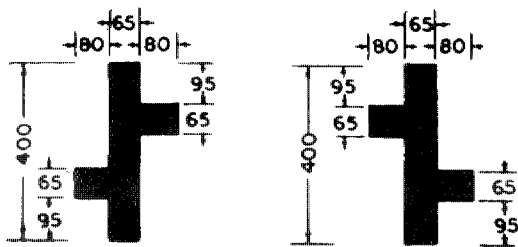
TYPICAL CAUTIONARY SIGN



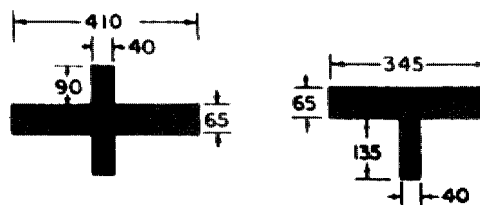
1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.



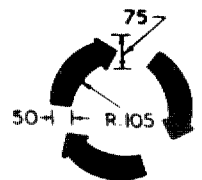
Y - INTERSECTIONS



STAGGERED INTERSECTIONS

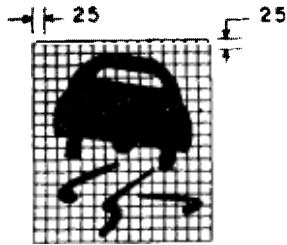


MAJOR ROAD AHEAD

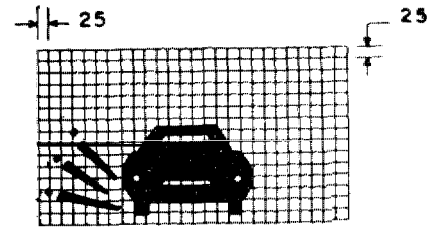


ROUNDBABOUT

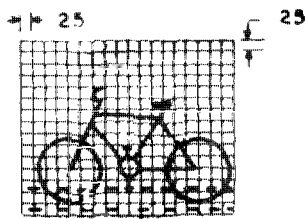
1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.



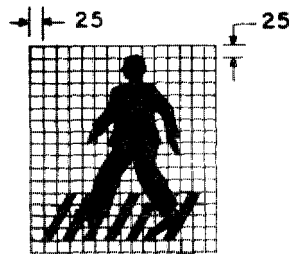
SLIPPERY ROAD



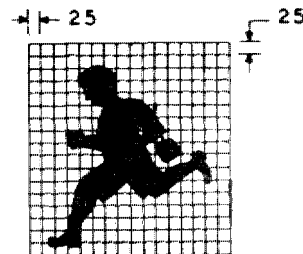
LOOSE GRAVEL



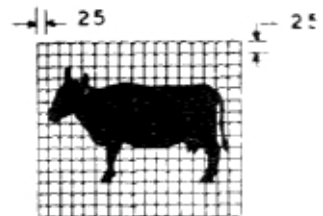
CYCLE CROSSING



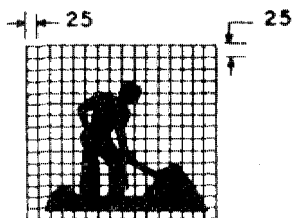
PEDESTRIAN
CROSSING



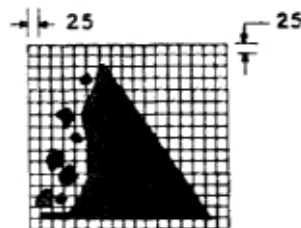
SCHOOL



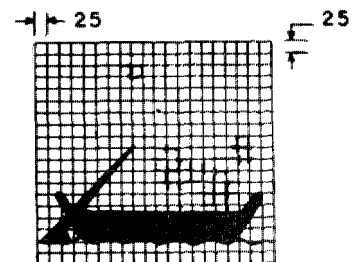
CATTLE



MEN AT WORK

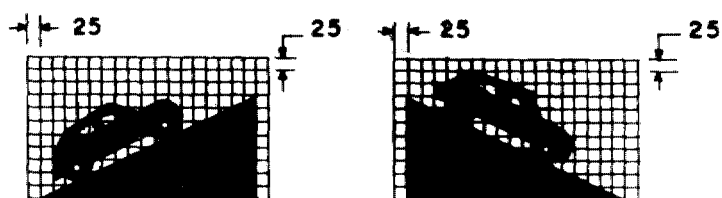


FALLING ROCKS



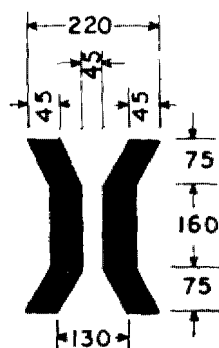
FERRY

1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.

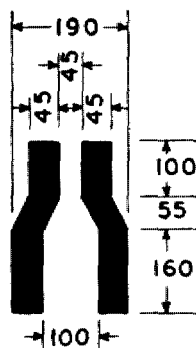


STEEP ASCENT

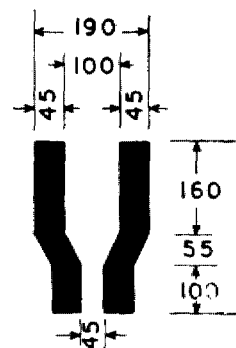
STEEP DESCENT



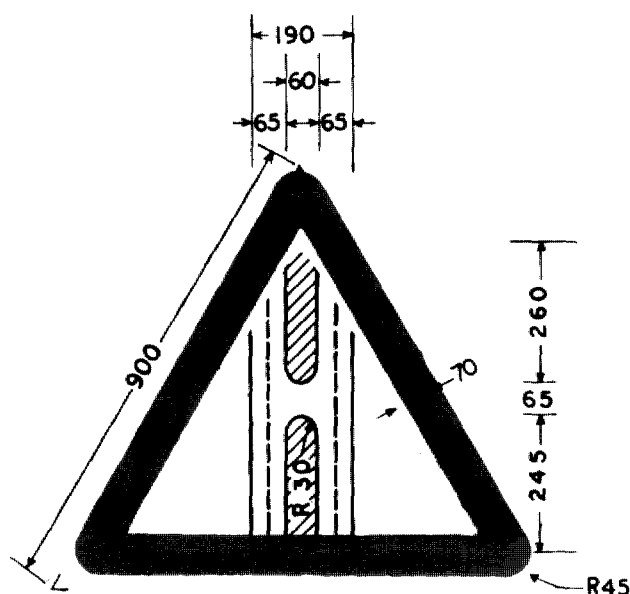
NARROW BRIDGE



NARROW ROAD
AHEAD

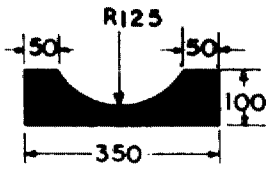


ROAD WIDENS
AHEAD

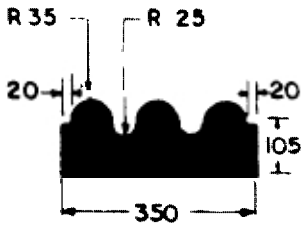


GAP IN MEDIAN

1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.



DANGEROUS DIP



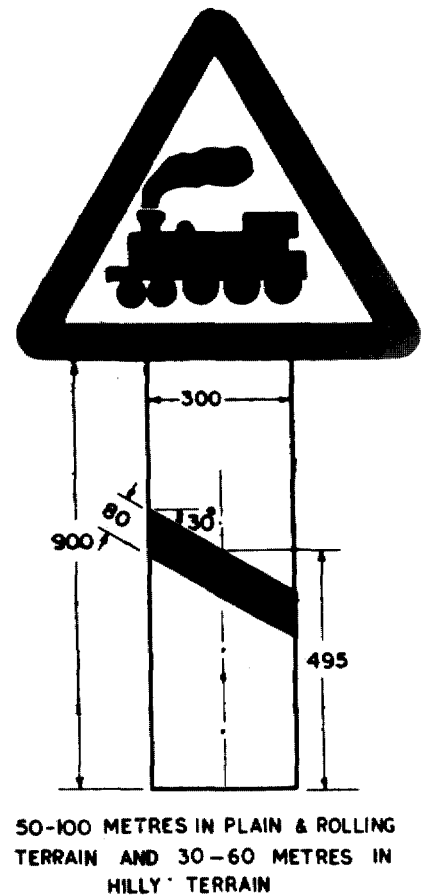
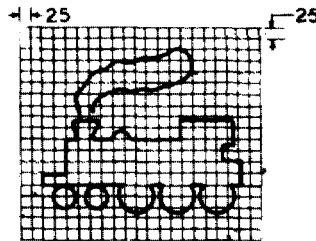
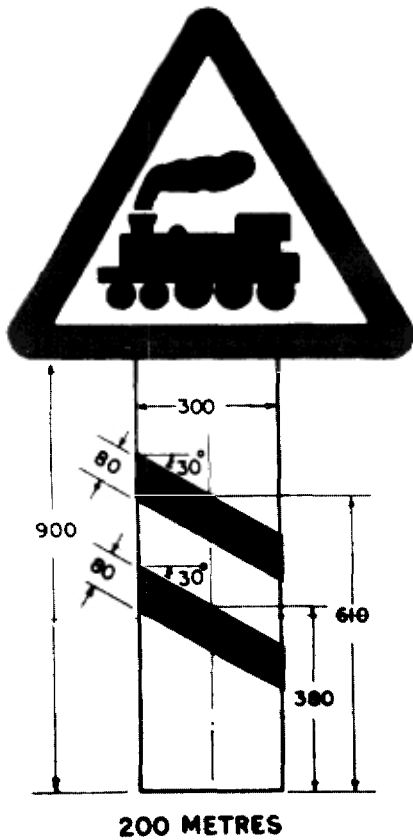
**HUMP OR
ROUGH ROAD**



BARRIER AHEAD

(A DEFINITION PLATE MAY BE ATTACHED WITH THE SIGN INDICATING THE DISTANCE TO THE BARRIER AND ANY OTHER INSTRUCTIONS)

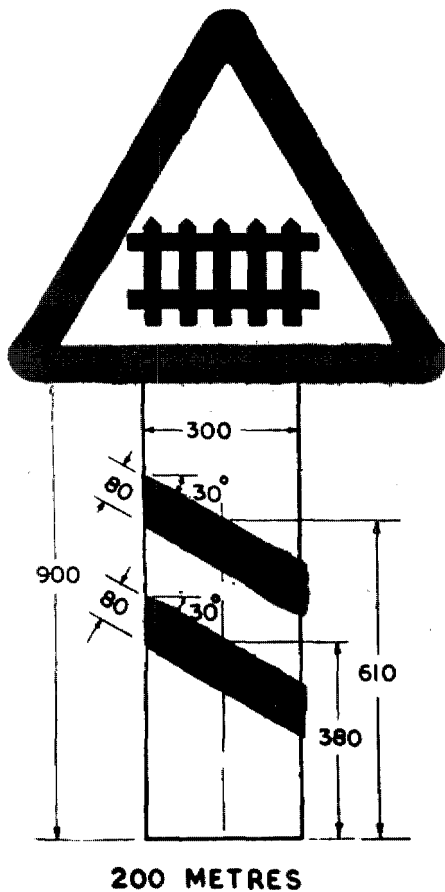
1. Dimensions shown are for normal sized sign
2. All dimensions are in millimetres.



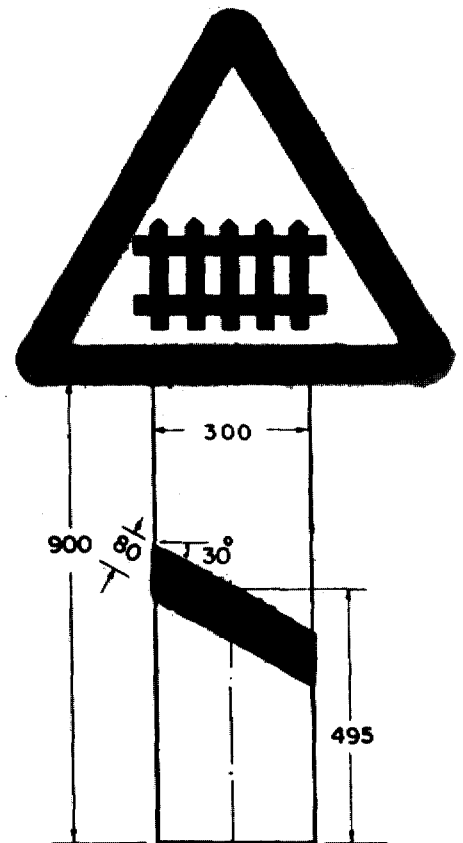
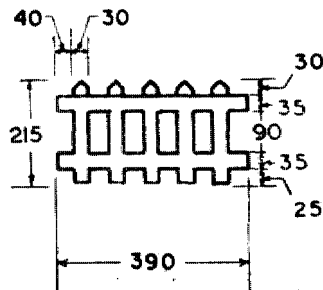
UNGUARDED RAILWAY CROSSING

(FOR EACH CROSSING, BOTH SIGNS ARE TO BE
USED AT DISTANCES INDICATED ABOVE)

1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.



200 METRES



50-100 METRES IN PLAIN & ROLLING
TERRAIN AND 30-60 METRES IN
HILLY TERRAIN

GUARDED RAILWAY CROSSING

(FOR EACH CROSSING, BOTH SIGNS ARE TO BE
USED AT DISTANCES INDICATED ABOVE)

1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.

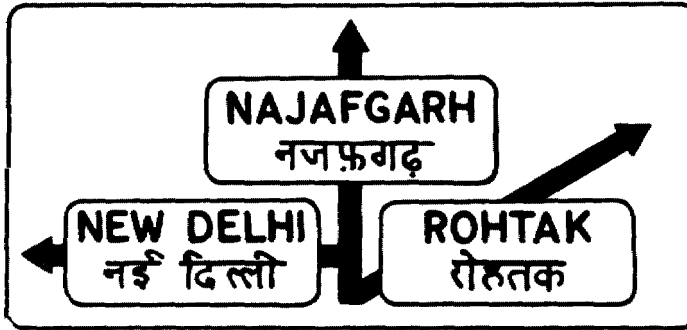
PLATE III

INFORMATORY SIGNS

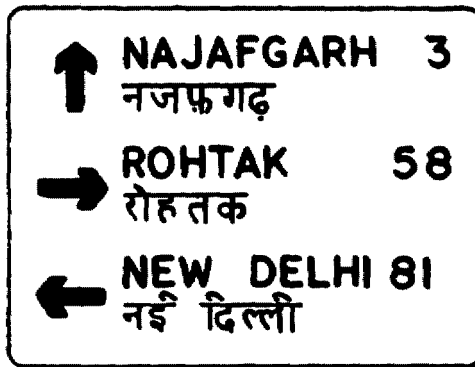
IN CASE OF FACILITY INFORMATION SIGNS, THE SIZE OF THE RECTANGLE SHALL BE 80 CM. \times 60 CM. FOR NORMAL SIZED SIGN & 60 CM. \times 45 CM. FOR SMALL SIZED SIGN. THE SIZE OF THE SQUARE SHALL BE 40 CM. & 30 CM. RESPECTIVELY. THE SIZE OF THE SYMBOLS SHOWN IS FOR NORMAL SIZED SIGN & IN CASE OF SMALL SIZED SIGN, THE SYMBOL SHOULD BE THREE-FOURTH OF THE SIZE SHOWN.

DIRECTION AND PLACE IDENTIFICATION SIGNS

THE SIZE OF THESE SIGNS DEPENDS ON THE MESSAGE AND SIZE OF LETTERS



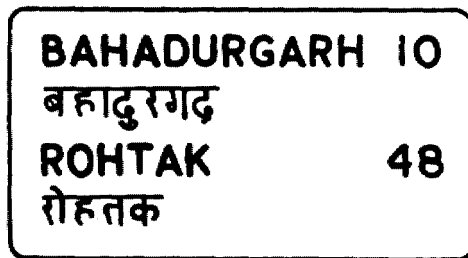
ADVANCE DIRECTION SIGN



DESTINATION SIGN



DIRECTION SIGN



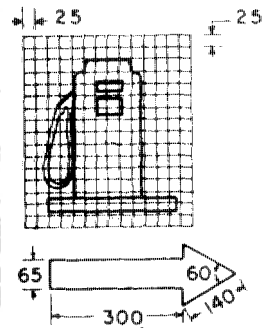
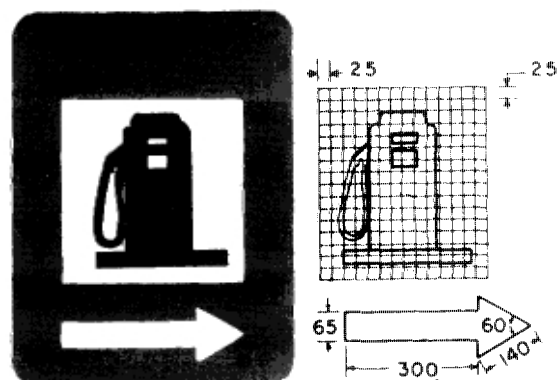
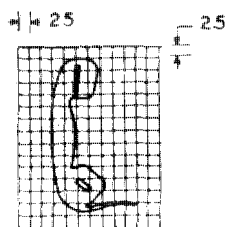
RE-ASSURANCE SIGN



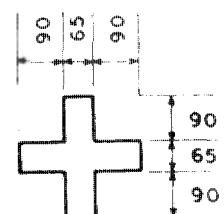
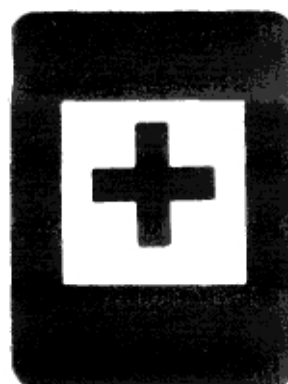
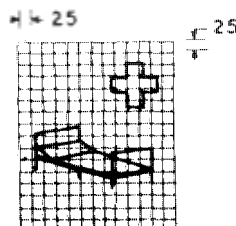
PLACE IDENTIFICATION SIGN



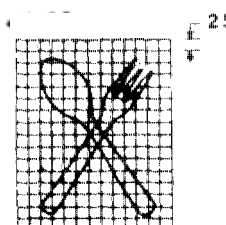
PUBLIC TELEPHONE



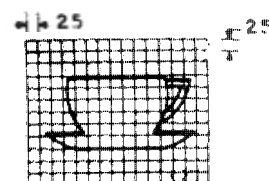
HOSPITAL



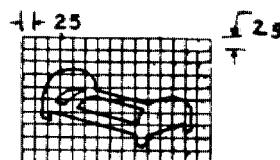
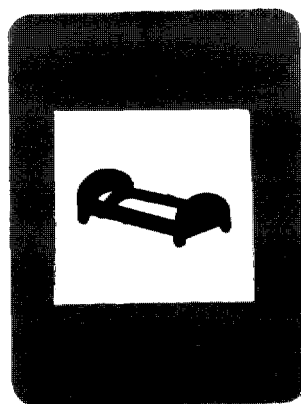
EATING PLACE



LIGHT REFRESHMENT



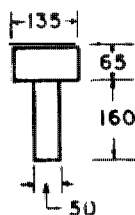
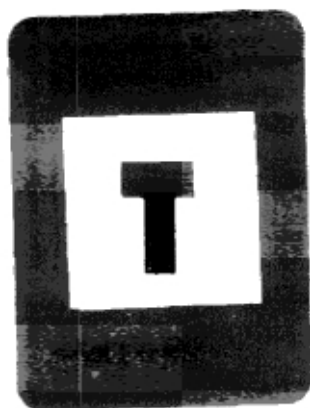
1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.



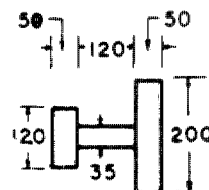
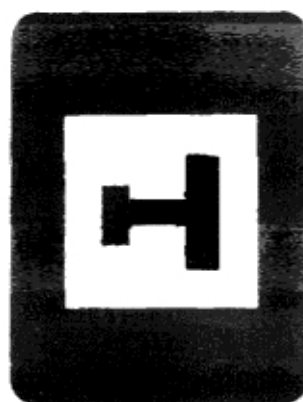
(A DEFINITION PLATE SHOULD BE ATTACHED INDICATING WHETHER THE PLACE IS REST HOUSE, HOTEL, OR MOTEL)

RESTING PLACE

OTHER USEFUL INFORMATION SIGNS



NO THROUGH ROAD



NO THROUGH SIDE ROAD

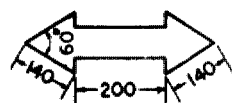
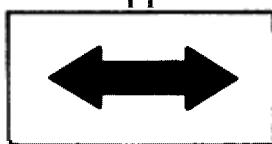
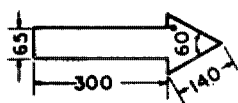
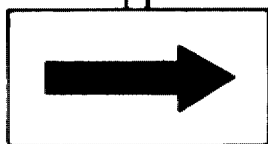
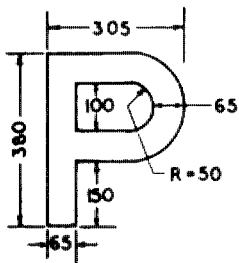
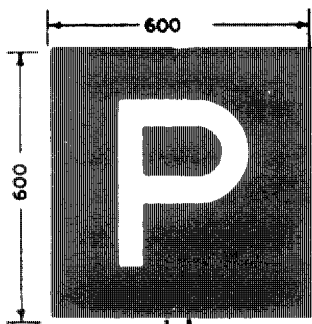
1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.



Informatory Sign for Pedestrian Subway

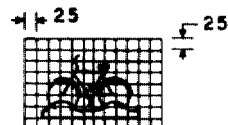
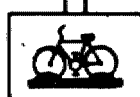
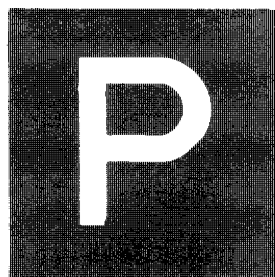
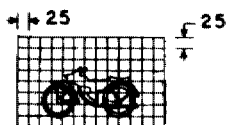
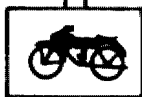
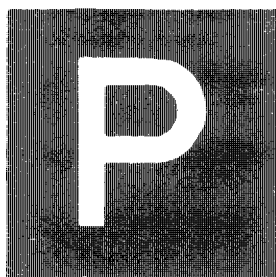
Note : The Informatory Sign for Pedestrian Subway was approved by the Council of the Indian Roads Congress in their meeting held at Pondicherry on the 21st August, 1983

PARKING SIGNS



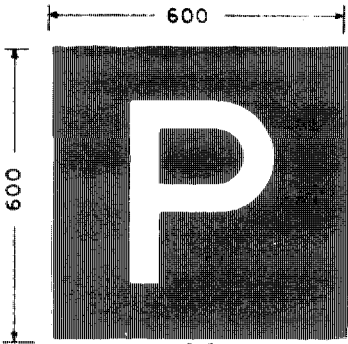
PARK THIS SIDE

PARKING BOTH SIDES

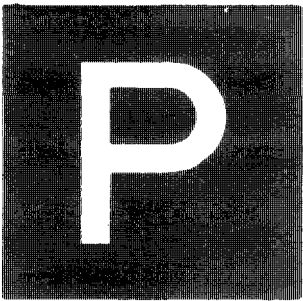
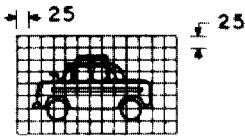


**SCOOTER & MOTOR
CYCLE STAND**

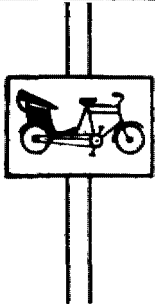
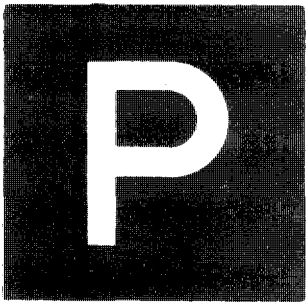
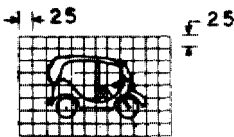
CYCLE STAND



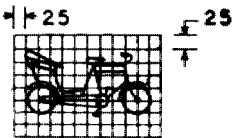
TAXI STAND



AUTO-RICKSHAW
STAND



CYCLE RICKSHAW
STAND



1. Dimensions shown are for normal sized signs.
2. All dimensions are in millimetres.

FLOOD GAUGE

PLATE III (Concluded)

